Wendover Air Force Base
(Wendover Airport)
South of Interstate 80
Wendover
Tooele County
Utah

HABS No. UT-125

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PHOTOGRAPHS

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Historic American Buildings Survey
National Park Service
Department of the Interior
Denver, Colorado 80225-0287

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HISTORIC AMEICAN BUILDINGS SURVEY
WENDOVER AIR FORCE BASE
(Wendover Airport) HABS No. UT-125

I. INTRODUCTION

Location: Wendover Air Force Base comprises the Southern half of Wendover, Utah, South of Interstate 80 in Tooele County

Quadrangle: Wendover, Nevada-Utah

UTM: 749670/4513040
749300/4510031
752600/4510830
751800/4513720

Date of Construction: Most of the structures were constructed between 1941 and 1943. Repairs were made in 1955.

Present Owners: City of Wendover, Utah

Present Use: Wendover Air Force Base, now called "Wendover Airport", is used as a Public Use Airport. Many of the buildings on the airport are leased, many are vacant. The Air Force is presently leasing approximately 10 barracks and the Enola Gay Hangar. The Enola Gay Hangar is vacant due to asbestos contamination. The Air Force and National Guard train at the Airport.

Significance: The history of Wendover Airport spans a period of 50 years, and has gained historical recognition due to the critical role it played during World War II. During World War II events at Wendover proved to be invaluable in the outcome of the war effort. The construction of the airbase in and of itself is an example of the tremendous Army mobilization effort during World War II. Beyond that, Wendover was the training ground for many Army Air Corps soldiers, including those who participated in the planning, assembly, and delivery of the atomic bomb. The Airport is also the site of missiles testing which took place under the Air Materiel Command postwar weapons development program in the late 1940's and 1950's. The Airport was used by Strategic Air Command training crews in the late 1940's.

Wendover was one of the few military installations in the Country placed on the National Register of Historic Places prior to being more than fifty years old at the time of its designation. Since designation, documentation of the Historic Airfield has been undertaken by several sources, including the military, the public, the federal government, and the media.

Wendover is significant for several reasons. First, at one time it was the largest (in terms of land area) military reserve in the World.[1] It is an example of the tremendous building program associated with the World War II mobilization. Wendover also served as the training facility for thousands of soldiers in World War II. It served as the training base of the unit responsible for the atomic bombing of Japan. The Enola Gay B-29 Aircraft which carried the bomb dropped over Hiroshima was housed in a hangar at Wendover. The atomic bombs which were dropped at Hiroshima and Nagasaki were reportedly assembled at Wendover.

In the training of soldiers, the assembly of the atomic bomb, and the training for the atomic bombing mission Wendover contributed significantly to this country's success in World War II. The structures which now remain at the airfield are physical proof of the incredible mobilization effort undertaken to successfully train soldiers in World War II. The hangar which housed the Enola Gay still stands, albeit vacant, at Wendover Airfield. The pits which reportedly at one time held atomic bombs for B-29 loading and the foundations of buildings where the bombs were assembled are still evident at the Airfield. Time has slowly deteriorated what little evidence remains of the role Wendover played in World War II. During a 1942 USO visit, the comedian Bob Hope, in jest, but with prophetic insight, once coined the phrase "Leftover Field" when referring to Wendover Airbase.[2]

Preparer: Barbara J. G. Johnson, Federal Aviation Administration

II. HISTORICAL INFORMATION

World War II Mobilization

As a result of the German Army's sudden military assaults in Europe in 1938-1939, the United States began mobilizing for war in June 1940. Passing legislation urged by President Roosevelt, Congress appropriated over a billion dollars for military mobilization. Included in these monies was a program of construction of facilities for housing an expanded army. Before G.I.'s could fight abroad, they had to be housed and trained in the continental United States. Unlike World War I when many G.I.'s were trained abroad, during World War II, with the fall of France and England under barrage, training troops in the continental U.S. was a necessity. The building program to house the troops began in earnest during fall of 1940 and rapidly expanded. In the fall of 1939, the army consisted of approximately 200,000 men, a number that strained the War Department's capacity to house them. By November 1944, the army provided adequate housing for over six million troops in the United States. Most of these troops were lodged, fed, and supplied in upwards of 30,000 wood, temporary buildings, nearly all of which were constructed between 1940 and 1944. Only 270,000 of a total six million troops were lodged in buildings labeled "permanent". By the close of World War II, the Nation had witnessed a program of military construction which had few parallels.[3]

With eyes on the immediate crises, the army built mobilization structures with the expectation that they would be "temporary", lasting 5 to 20 years. However, in March of 1985 an army inventory showed that nearly 24,000 of these "temporary" World War II structures were still standing. A large but undetermined number were still in use. While existing as testimony to the soundness of army construction, these buildings have begun to show the testimony of their unplanned long existence. [4]

These World War II buildings sheltered few celebrities, and their architecture is straightforward, based on simple calculations of cost, efficiency and speed of construction. Yet, for forty years, millions of American "citizen-soldiers" passed through these buildings on their way to battlefields around the world.[5] Tens of thousands passed through the Wendover Air Base.

The 700 series of Army Quartermaster Corps construction which was developed in the 1930's and revised in 1940 was the preferred series for mobilization. The 700 series included provisions for a central heating system instead of stoves in the barracks and toilets and showers inside the barracks. This reflected longer troop occupancy and higher living standards. Construction for the Air Corps, which was a branch of the Army throughout World War II, was undertaken by the Army Corps of Engineers. Over $100 million dollars in Air Corps construction was underway in June of 1940.[6] Fine and Remington[7] record that the number of men employed on military construction projects rose from 5,380 in July 1940

to 396,255 in January of 1941.

The mobilization program involved much more than just building barracks and mess halls. By the time a camp was complete, it had the appearance of an Army camp, but many of the conveniences and functions of a city. In his annual report of 1941, Secretary of War Stimson noted,

> A program of housing involving tbe construction of over 40 veritable cities qualified to receive population running from a minimum of 10,000 to a maximum of over 60,000 inhabitants and containing all the necessary utilities and conveniences including recreation buildings, theatres, service clubs, chapels, athletic areas, hospitals, bakeries, laundries, and cold storage plants was carried through on time and with a minimum of hardship to the troops.[8]

In the case of Wendover Air Base, the population of the Air Base exceeded 20,000. The original population of the Town of Wendover prior to mobilization was approximately 100 inhabitants.[9]

In preparing mobilization construction plans, five principles were considered: speed, simplicity, conservation of materials, flexibility, and safety. Throughout the stages of construction program, speed was given highest priority.

The U.S. entry into war in December of 1941 necessitated a reorganization of construction policies within the War Department. The shift in focus from a defensive war to an all-out press for victory gave munitions and combat equipment production highest priority.

However, the Corps of Engineers were able to provide all the troop housing the army needed. Total housing capacity increased throughout the war from 315,000 in January 1941 to 2.4 million in June of 1942 and finally to a capacity for 4.6 million soldiers in January of 1943.[10]

Hitherto, Theatre of Operations construction had only been used at theaters of war. These structures were of the most temporary kind, essentially consisting of flimsy framing and board and batten, tar paper sheathing. Believing the Theater of Operations type too rude for stateside troops, a Modified Theatre of Operations type was developed. In February 1942, Theater of Operations construction was ordered to be modified for use in the Zone of Interior and Circular Letters detailed the changes to be made. In April 1942 the "War Department Construction Policy, Zone of the Interior" ordered that,

> Construction at camps, posts, and stations will be Theater of Operations type modified or mobilization type temporary construction. Modified Theater of Operations type construction will be used for all new camps. Mobilization type temporary construction may be used in the expansion of existing posts, camps, and stations when this type of construction has been previously used, and for those projects where advance planning has been completed and construction will be seriously delayed by revising the construction type.[11]

The policy was further articulated in June 1942 with the directive that,

> In general, all construction shall be of the cheapest, temporary character with structural stability only sufficient to meet the needs of the service which the structure is intended to fulfill during the period of its contemplated war use.[12]

In order to modify existing Theater of Operations plans as quickly as possible, District Engineers throughout the country were assigned specific plans to design. The result was a one-story structure with wood or concrete floors, whose studs and rafters were 4 feet on center, 15 pounds felt was used for sheathing, and magazine stoves or space heaters provided the heat. Latrines were in separate buildings.[13]

By October 1942 the Modified Theater of Operations type of construction had been superseded by the T.O. 700 Series. In making the change, the Chief of Engineers stated that,

> Experience has shown that the original Theater of Operations drawings issued in conjunction with Technical Manual 5-283 and the Modified Theater of Operations drawings (11 point M Series) are not sufficiently flexible for use over the entire United States, nor have the designs been completely satisfactory in utilizing presently available construction materials.[14]

The new 32-man standard T.O. 700-5500 barracks replaced the 700-1165, 700-1165M, 700-1185, 700-1185M, 700-1100, 700-1150, 700-1443, 800-443, 800-437, T.O. 11.4, and T.O. 11.4.M. Twenty feet wide and 100 feet long, the barracks were similar to the Modified Theater of Operations predecessor. Although still built with framing 4 feet on center, the structural weaknesses were bolstered by additional bracing. The greatest difference was the increase in comfort the new series provided. Buildings were better insulated and ventilated.[15]

Camp layouts were concurrently revised. For example a triangular division, once built around 79 companies of four 74-man barracks of the 800-443 drawings, were now based on 91 companies in 15 32-man units of the T.O. 700-5500 drawings. Floors were of wood construction except in dry regions where concrete and tile on grade could be used. Millwork was to be of standard design. Overhanging eaves were to be eliminated as was standard practice. And the usual conservation measures such as the use of metal substitutes were to be applied. These structures were still quite minimal, an Inspector General report complaining that "As designed that unit is little more than self-supporting as to superstructure, being incapable of resisting snow and wind loads of more than moderate intensity."[16]

III. HISTORICAL INFORMATION

Wendover Airport

The history of Wendover Airbase began in the late 1930's as the War Department pursued the development of Air Power and worked steadily to increase U.S. capacities in that area. By 1940 the Quartermaster Corps was already working on $91,000,000 worth of Air Corps construction. Following the German Blitzkrieg and the visible destructiveness of enemy air bombing operations (1938-1939), large funds were appropriated for construction of runways, hangars, and other components of airbases.[17] In early 1940, a special board headed by the War Department began the search for potential bombing and gunnery training ranges.[18]

A. The Selection of Wendover as an Army Air Base

Military leaders found the little town of Wendover on the Utah-Nevada border to be ideally suited for the development of the required ranges. Once the bottom of pre-historic Lake Bonneville, this "no-man's land" consisted of the barren and desolate salt flats of the Great Salt Lake.[19] Meteorologically, the sterile area averaged more than 300 days a year of sunny skies and received little rain or snowfall even during winter months.[20] The clear weather and the wide expanse of uninhabited flat landing surface provided a natural setting for bomber crew training.[21]

Wendover's geographic location conformed closely to Air Corps needs for protection and transportation. It lay far enough inland to afford protection from enemy attack on the west coast. The Western Pacific Railroad ran directly through town. The selection of Wendover was also influenced by the War Department's plans to turn the infantry post at Fort Douglas into an Air Corps post, using the municipal airport at Salt Lake City as a station for heavy bomber units. The Salt Lake City Municipal Airport (located within 5 miles of the City), which had previously served as a storage arsenal for ordnance material, could not continue to stockpile such high explosives so close to the heart of downtown Salt Lake City. Since military planes based at the airport already flew practice bombing missions over the Salt Lake Desert, it was logical to move the armament from the airport to Wendover, a more remote site.[22] In this respect, Wendover, located over 90 miles from Salt Lake City, was able to accommodate practice bombing missions over the Salt Lake Desert as well as the storage of ordnance material.

The acquisition of the required land for the vast ranges and airfield itself presented few problems because the Department of Interior owned virtually all of the desired area.[23]

B. Wendover's Military Mission

Wendover's primary mission during World War II was to train the crews of B-17, B-24, and B-29 Bombers. Under the direction of the 2nd Air Force, no less than 21 heavy

bombardment groups were trained at Wendover. The goal of the training was teamwork. The groups were activated, sent to Wendover, formed complete units, trained together, and then were reassigned to other bases or directly to combat zones in Europe or the South Pacific.[24]

The 306th Bombardment Group was the first such outfit assigned for training at Wendover. Equipped with B-17 Flying Fortresses, the 306th arrived in early April 1942. The group encountered numerous training difficulties resulting primarily from the inadequate facilities of the infant base.[25] By July, however, Wendover personnel had constructed a city of salt near the mountains where bomber crews could practice. In addition, life-size targets of enemy battleships were formed and an electrical system for night illumination was installed.[26]

Workers hurriedly began construction of Wendover's machine gun range located north of Highway 40 and east of the Town of Wendover. Because of the lack of necessary resources to build the range, officers in charge of the construction illegally "requisitioned" much of the lumber and other materials from contractors and the government. One of the training officers reportedly involved in these "midnight operations" was later brought before a court martial tribunal. However, the board exonerated him after receiving a telegram from General Douglas McArthur praising Wendover's gunners as the best trained in the Army.[27]

In an effort to duplicate actual gunnery, Wendover developed significant training systems which gained nationwide attention. One such device incorporated three machine guns mounted on a railroad car which moved along a section of track at speeds up to 40 miles an hour. This allowed gunners to practice firing at moving targets from a moving mount. Known as the "Tokio Trolley", this apparatus gained fame because it posed realistic challenges to aerial marksmen.[28]

In April 1943, the first unit equipped with B-24 aircraft, the 399th Bombardment Group, arrived at Wendover.[29] By early 1944, the base could easily handle two complete groups at a time.[30] To weld crews into effective fighting units, training included extensive exercises in high altitude formation flying, long-range navigation, target identification, and simulated combat mission.[31]

Beginning in April 1944, 180 fighter pilots successfully trained at Wendover in P-47 aircraft. This program came to an abrupt halt in September 1944, and pilots were quickly transferred to other locations because of the impending formation of the 509th Composite Group at Wendover.[32]

General Henry H. Arnold, Chief of the Army Air Corps, chose Colonel Paul Tibbets to lead this organization, and commissioned him to choose his own training site from several possible locations.[33] Tibbets stated, "Wendover was my first stop, and after flying around

the area for a while, looking at its remoteness, and at the availability of bombing ranges, I felt that if the base facilities were just half as good, this was the base I wanted, and that's the way it turned out."[34]

Officially activated on December 17, 1944, the 509th was no ordinary unit. Equipped with B-29 Superfortresses, it became the first unit organized and trained expressly for atomic warfare.[35] The code name "Silver Plate" was the military designation for the complicated effort of assembling and training over 1500 men to drop the first atomic bomb.[36]

This do-it-yourself outfit was completely self sufficient with its own bombardment, engineer, supply, transport, security and ordnance squadrons. Personnel were handpicked, and rigid security checks were conducted into the background of each individual.[37] The men were ordered never to discuss Wendover, their jobs, or their mission, even with each other. Hundreds of FBI agents combed the roads around Wendover, as well as the streets of Salt Lake City and Elko, Nevada.[38] Men who talked too much received immediate transfers to such outposts as Alaska. In addition to these security precautions, each person knew only what was necessary to do his own job.[39] The soldiers at Wendover named the unknown "thing" they were working on "the gimmick".[40] The Wendover base itself was given the code name "Kingman" [41] and work in the ordnance area was termed "Project W-47".[42]

Wendover's treeless flat expanse of salt, far from civilization, provided the perfect hiding place for the secret mission. Since plans called for the atomic bomb to be dropped visually, as opposed to using radar, Wendover's bright clear skies were precisely what Colonel Tibbets required for training purposes.[43] Furthermore, by this time, Wendover had developed unequaled expertise in training heavy bomber crews.[44]

The personnel of the 509th accomplished most of their training at Wendover. Initially, this involved individual instruction for the pilots, navigators and bombardiers.[45] Assembled crews then practiced together in the B-29s dropping only one dummy bomb called a "pumpkin" at a time.[46]

The group left Wendover in segments, beginning April 26, 1945, for Tinian Island in the Marianas.[47] In preparation for the eventual atomic bomb drops, the 509th flew missions over Japan employing "pumpkins" which contained conventional explosives.[48] Meanwhile, ordnance personnel at Wendover continued to assemble and test components for the bombs. By mid-July the necessary modifications to the "units" had been completed to the satisfaction of the scientists.[49] The atom bombs were delivered to the 509th at Tinian in late July 1945 where technicians and scientists made the required final adjustments.[50]

On August 6, 1945 the "Enola Gay," piloted by Colonel Tibbets, dropped the first atomic bomb, called "Little Boy," on Hiroshima.[51] Three days later, the second bomb, known as "Fat

Man," was dropped on Nagasaki from "Bock's Car," flown by Major Charles Sweeney.[52] Japan quickly surrendered, bringing a swift conclusion to the war. Only then did the majority of the people of Wendover realize what their base had housed for over nine months.[53]

C. Construction of Base Facilities

Construction of base facilities on the south side of the town of Wendover began in November 1940. During the winter, workers constructed temporary barracks, two gravel runways, taxiways, and an aircraft parking ramp. The second phase of construction, completed in 1941, provided four 63 man barracks, a mess hall, officer's quarters, an administration building, a signal office, two ordnance warehouses, a dispensary, three ammunition storehouses, a bombsight storage warehouse, a powerhouse and a theatre. In addition, workers finished the grading and paving of Wendover's runways.[54] These facilities greeted the first personnel assigned to Wendover, two officers and ten enlisted men comprising a gunnery and bombing detachment. Officially activated on July 29, 1941, the detachment arrived at the field August 12, 1941.[55]

In 1941 Wendover was not officially recognized as an army air base since it was a subpost of Fort Douglas.[56] However, the increased involvement of the United States in World War II resulted in Wendover Field being designated as an independent air base in March of

1942.[57] An ambitious construction program began in 1942 and for the most part was completed in 1943. New facilities, mostly constructed of the Modified Theater of Operations and T.O. Series 700 type were constructed. They included a machine shop and parachute shop, hangars, and bombsight maintenance and turret buildings. The great influx of personnel necessitated building a Federal Housing Administration Project, Nev-tah Apartments for civilian workers, finished in June of 1943.[58] Community type facilities constructed to accommodate the growing number of personnel assigned to Wendover consisted of a 300-bed hospital, gymnasium, swimming pool, library, post exchange, chapel, cafeteria, bowling alley, two theaters, guard house, consolidated mess hall, and 361 housing units for married officers and civilians.[59] The construction of a water pipeline in 1943 to Johnson Springs Nevada, approximately 32 miles away, solved the critical water shortage problem.[60] A total of 668 buildings dotted the once barren land. By the end of 1943, approximately 2000 civilians and 17,500 military personnel were assigned to Wendover. Encompassing 3.5 million acres, the base became the largest military reserve in the world. The government's investment in Wendover exceeded $13 million dollars by that time.[61]

Much of Wendover Air Base was constructed in the 6 month period when the Army provided an overall housing capacity for an additional 2.2 million soldiers. Shortages in building material, particularly metals, largely influenced construction. Required to provide additional shelter, forced to avoid certain types of lumbers, glues, canvas, and metals, the Corps of Engineers maximized construction of a building type with which they were quite

familiar -- Theatre of Operations.[62]

Construction types typified at Wendover were the Modified Theater of Operations and Theatre of Operations 700 series construction. Most of the barracks were constructed of wood with dimensions of 20 by 101 feet (2020 ft square) and held 24 persons and were heated using space heaters or stove heaters. In the T.O. 700 series, lavatories and bath houses were placed in separate buildings. This construction reflected the critical stage of the war in which it was built when speed was of the highest priority and acute material shortages existed.

D. Wendover - After World War II

The end of the war brought drastic changes to the remote Utah base. The need for training large numbers of bomber crews for combat no longer existed so personnel assigned to Wendover dwindled to under 1,000. In December 1945, the Army transferred jurisdiction to the base from the 2nd Air Force to the Air Technical Service (later Air Materiel) Command. With that change, the mission at Wendover shifted to weapons development.[63]

As a prelude to the development of the spectacular missile industry of the 1950s and 1960s, Wendover began testing and developing three types of missiles in April 1946. These included power driven bombs called "Weary Willies," glide bombs, and remotely piloted

vehicles such as GAPA, the ground-to-air pilotless aircraft. German V-2 rockets, which had plagued Great Britain during World War II, were also taken to Wendover for evaluation.[64]

In March 1947 the Army Air Force transferred Wendover to the Strategic Air Command's 15th Air Force. Except for the bombing ranges, however, base facilities went unused. As early as 1948, the base itself was completely deactivated and was declared surplus property the following year. The Air Force returned the installation to the Air Materiel Command, in July 1950, under jurisdiction of Hill Air Force Base.[65] A skeleton crew of 13 personnel occupied the base between 1950 and 1954.[66] The temporary structures deteriorated rapidly during this time. Some buildings burned to the ground, some were torn down, and others were sold and removed from the base.[67]

In 1954, the Tactical Air Command (TAC) expressed an interest in using Wendover as a gunnery and mobility staging area. The Air Force reactivated the base, placing it under the jurisdiction of the 9th Air Force, on October 1, 1954. Workers renovated and reopened old buildings, extended runways, and constructed new targets on the bombing ranges. New jet bombers and fighters arrived, revitalizing the base. However, the anticipated influx of large numbers of personnel proved to be highly exaggerated. In 1956 the work force totaled only 331, and by 1957 there were less than 300 people assigned to Wendover.[68]

The Air Force deactivated the base in December 1957, and the following month renamed it Wendover Air Force Auxiliary Field. The field was placed under the jurisdiction of the Air Materiel Command with Hill Air Force Base as caretaker.[69]

During the late 1950s and early 1960s, the Utah National Guard and various Air Force Reserve and Air National Guard units used the base for summer encampments and other training purposes. Wendover also served as a clear range area where new supersonic aircraft such as the X-15 were dropped from larger airplanes and tested.[70]

On July 15, 1961 the Air Force reactivated the field with only a fire-fighting detachment of about 15 men. By 1962, 128 of the original 668 buildings remained on the dismantled base and it was again declared surplus property. The General Services Administration (GSA) of the Federal Government prepared to sell the base, possibly to the town of Wendover, with only the bombing ranges and radar site being kept by the Air Force.[71] Disposal of the base property, however, did not immediately occur.

The city of Wendover tried to influence commercial firms, particularly Utah's missile manufacturers, to locate on the unused base. These attempts proved unsuccessful.[72] The civilian fire-fighting crew remained the only permanently assigned personnel at Wendover until 1977.

Meanwhile, Air Force units from Hill Air Force Base and Air National Guard units from several states, including California and Montana, continued to intermittently occupy the base and the ranges for training.[73] In the late 1960's, Wendover and the surrounding salt desert were named as a possible site for a NASA spaceport for the space shuttle program. The citizens of Wendover and Utah's congressional delegation campaigned vigorously for the Base's selection. Hopes were dashed, however, in April 1972 when sites in Florida and California were selected.[74]

Undaunted, Utah's political leaders continued to pursue other possible uses for the airstrip. A proposal in 1972 listed Wendover as a potential alternate landing site whenever the Salt Lake City International Airport was closed due to adverse weather conditions.[75] This idea also never came to fruition.

Earlier, the Wendover Range was incorporated into the Hill Wendover/Dugway Range complex which later was named the Utah Test and Training Range.[76] However, "Leftover Field" was simply leftover. Twenty-three years after the Air Force first declared Wendover surplus to its needs, it did so again in 1972.[77]

Even before the GSA began the complicated disposal procedures in 1973, concerned Wendover citizens and members of the fire-fighting crew proposed that the base be considered as a possible historic site. They argued that Wendover's role in the training of

the 509th Composite Group and ushering the world into the atomic age should not be overlooked or forgotten. (81) In July 1975, the base was officially listed on the National Register of Historic Places.[79] This placed Wendover under the auspices of the National Historic Preservation Act of 1966, ensuring that protective stipulations were followed prior to any further demolition of the base or its structures.[80]

On July 9, 1976, the water system and its annexes were transferred to the city.[81] The runways, taxiways, hangars, and old hospital complex, and several warehouses were deeded to Wendover by GSA on August 15, 1977.[82] Approximately 86 acres of the old containment area north and west of the flightline and about 164 acres on the east side of the base comprising the radar site were retained by GSA.[83]

Since 1977 Wendover Airport has served a variety of functions. The Wendover City offices have been located in one of the buildings adjacent to the aircraft parking ramp. Private aircraft make use of old hangars. The Air Force has signed yearly lease agreements with the city to be able to continue using the runways and facilities for practice takeoffs and landings, as well as mock war games. And, Air Reserve and National Guard outfits train at Wendover's facilities.[84]

In early 1980, the GSA began the disposal process of the 86 acres located in areas C-1, C-2, and D of the base. The 1981 report entitled The History of Wendover Air Force Base

documented the government owned buildings remaining as of 1981 within those areas.[85]

In 1989 Wendover Airport was being considered as the possible site of an electronic combat test range by the Air Force Logistics Command. Wendover, as a preferred site for such a facility will be considered should funding ever be appropriated for the project.

Since 1981 the town of Wendover has held the deed to the remaining airport and as such has had responsibility for the remaining base buildings under their jurisdiction. Some buildings have been destroyed either deliberately or as a result of an accident. The remaining buildings have been the subject of this HABS documentation.

IV. PROJECT INFORMATION

Building Histories

As part of the Federal Aviation Administration's Section 106 responsibilities, this history of the Wendover Airport accompanied by building histories of buildings still remaining on airport property is provided for the Historic American Building Survey. The majority of the information references previous military documentation including references contained in the February 23, 1989, draft report entitled World War II Temporary Structures: The U.S. Army which, when completed, is planned for publication by the National Park Service, HABS/HAER Division.

The 1991 Wendover Airport Master Plan includes both the HABS documentation of the buildings at the airport and the recommended disposition of the buildings. The actual disposition of the historic structures has not been agreed to but is planned to be incorporated into a programmatic agreement between the City of Wendover, the Advisory Council on Historic Preservation, the Utah State Historic Preservation Office, and the Federal Aviation Administration.

The individuals and/or organizations that participated in this recordation are as follows:

- James E. Sirhall (Muller, Sirhall & Associates, Inc.) - Project Manager, Photography, 1992.
- Donna L. Seter (Muller, Sirhall & Associates, Inc.) - Project Coordinator/Planner, Site Plan

- Barbara J.G. Johnson (Federal Aviation Administration) - History of Wendover Airport, Regulatory Compliance
- Paul Wayman (Wendover) - Photography, 1989
- Arnold Thallheimer (Custom Photography) - Processing of Photos
- Allen D. Roberts (Cooper, Roberts Architects) - Building Descriptions
- James W. Denney (Bush & Gudgell, Inc.) - Building Sketch Plans

The records contained in this document were prepared from September 1989 to February 1992.

V. Further Information

Following this narrative are copies of original construction plans for several of the buildings at Wendover. Brief building descriptions and sketches for each building in the study (listed below) are found following the photograph of the corresponding building.

UT-125-1	Overall Of Base, Looking Northwest.
UT-125-2	Overall North End Of Base, Looking North.
UT-125-3	Overall Munitions Bunkers, Looking Southwest.
UT-125-4	Overall of Base, Looking Southwest.
UT-125-A	Building 101, Swimming Pool.
UT-125-B	Building 102, Swimmer's Bath House.
UT-125-C	Building 207, Power Plant.
UT-125-D	Building 406, Commissary.
UT-125-E	Building 412, Squadron Hangar.
UT-125-F	Building 421, Alert Building.
UT-125-G	Building 426, Headquarters Building.
UT-125-H	Building 427, Electric Building.
UT-125-I	Building 428, Supply and Equipment Warehouse.

UT-125-J	Building 429, Control Tower.
UT-125-K	Building 430, Magazine Building.
UT-125-L	Building 432, Officer's Service Club.
UT-125-M	Building 800, Squadron Hangar.
UT-125-N	Building 804, Armament Inspection and Adjustment Building.
UT-125-O	Building 807, 844th Bomb Squadron Administration.
UT-125-P	Building 811, Squadron Hangar.
UT-125-Q	Building 819, 845th Squadron Operations Building.
UT-125-R	Building 821, Squadron Hangar.
UT-125-S	Building 830, 846th Squadron Operations Building.
UT-125-T	Building 833, School Building.
UT-125-U	Building 835, Maintenance Hangar.
UT-125-V	Building 844, 847th Squadron Operations.
UT-125-W	Building 1800, Bomb Trainer Building/Fire Station.
UT-125-X	Building 1804, Link Trainer Building.
UT-125-Y	Building 1807, Boiler House.
UT-125-Z	Building 1808, Administrative Office.
UT-125-AA	Building 1809, Bomb Site Storage.
UT-125-BB	Building 1819, Navigational Aids Shop.
UT-125-CC	Building 1831, Maintenance Field Hangar, (Enola Gay Hangar).
UT-125-DD	Building 1852, Administration Building.

UT-125-EE	Building 1860, Administration Building.
UT-125-FF	Building 1868, Administration Building.
UT-125-GG	Building 2208.
UT-125-HH	Building 2219, Warehouse.
UT-125-II	Building 2224, Warehouse.
UT-125-JJ	Building 2229, Ice and Cold Storage Building.
UT-125-KK	Building 2401, Airmen's Dormitory.
UT-125-LL	Building 2402, Airmen's Dormitory.
UT-125-MM	Building 2403, Airmen's Dormitory.
UT-125-NN	Building 2404, Airmen's Dormitory.
UT-125-OO	Building 2405, Airmen's Dormitory.
UT-125-PP	Building 2407, Airmen's Dormitory.
UT-125-QQ	Building 2410, Airmen's Dormitory.
UT-125-RR	Building 2411, Airmen's Dormitory.
UT-125-SS	Building 2412, Airmen's Dormitory.
UT-125-TT	Building 2413, Airmen's Dormitory.
UT-125-UU	Building 2414, Airmen's Dormitory.
UT-125-VV	Building 2417, Latrine.
UT-125-WW	Building 2501, Airmen's Dormitory.
UT-125-XX	Building 2502, Airmen's Dormitory.
UT-125-YY	Building 2503, Airmen's Dormitory.

UT-125-ZZ	Building 2504, Airmen's Dormitory.
UT-125-AAA	Building 2505, Airmen's Dormitory.
UT-125-BBB	Building 2506, Latrine.
UT-125-CCC	Building 2511, Airmen's Dormitory.
UT-125-DDD	Building 2512, Airmen's Dormitory.
UT-125-EEE	Building 2513, Airmen's Dormitory.
UT-125-FFF	Building 2514, Airmen's Dormitory.
UT-125-GGG	Building 2515, Dining Hall.
UT-125-HHH	Building 2600, Dispensary (Also Airmen's Dormitory).
UT-125-III	Building 2601, Administration Office.
UT-125-JJJ	Building 2604, Medical Supply and Issue Building.
UT-125-KKK	Building 2606, Airmen's Dormitory.
UT-125-LLL	Building 2609, Dispensary (Also Airmen's Dormitory).
UT-125-MMM	Building 2610, Bachelor Officer's Quarters.
UT-125-NNN	Building 2612, Airmen's Dormitory.
UT-125-OOO	Building 2613, Base Supply and Equipment Warehouse.
UT-125-PPP	Building 2617, Airmen's Dormitory.
UT-125-QQQ	Building 2618, Base Communications.
UT-125-RRR	Building 2621, Airmen's Dormitory.
UT-125-SSS	Building 2624, Squadron Headquarters.
UT-125-TTT	Building 2626, Airmen's Dormitory.

UT-125-UUU	Building 2627, Airmen's Dining Hall.
UT-125-VVV	Building 2628, Heating Facility Building.
UT-125-WWW	Building 2629, Base Mortuary.
UT-125-XXX	Building 2631, Multi-Purpose Recreation Building.
UT-125-YYY	Building 2635, Exchange Sales Store.
UT-125-ZZZ	Building 2636, Officer's Quarters.
UT-125-AAAA	Building 2638, Airmen's Dormitory.
UT-125-BBBB	Building 2646, Exchange Service Outlet.
UT-125-CCCC	Building 2658, NCO Open Mess.
UT-125-DDDD	Building 2708, Base Theater.
UT-125-EEEE	Building 21, Warehouse for Inert Comp. Storage.
UT-125-FFFF	Building 25, Warehouse for Inert Bombs.
UT-125-GGGG	Building 28, Magazine for Small Arms Ammunition.
UT-125-HHHH	Building 29, Small Arms Ammunition Storage.
UT-125-IIII	Building 32, Magazine for Small Arms Ammunition.
UT-125-JJJJ	Building 33, Base Warehouse.
UT-125-KKKK	Building 36, Post Ordnance for Pyrotechnics.
UT-125-LLLL	Building 37, War Reserve Strategic Storage.
UT-125-MMMM	Building 38, Post Ordnance Magazine for Pyrotechnics.
UT-125-NNNN	Building 39, Black Powder Storage.
UT-125-OOOO	Building 40, War Reserve Strategic Storage.

UT-125-PPPP	Building 41, Magazine for Segregated Storage.
UT-125-QQQQ	Building 42, War Reserve Strategic Storage.
UT-125-RRRR	Building 43, War Reserve Strategic Storage.
UT-125-SSSS	Building 44, Post Ordnance Magazine for Pyrotechnics.
UT-125-TTTT	Building 45, War Reserve Strategic Storage.
UT-125-UUUU	Building 46, War Reserve Strategic Storage.
UT-125-VVVV	Building 47, Magazine for Chemical Bomb Storage.
UT-125-WWWW	Building 48, War Reserve Strategic Storage.
UT-125-XXXX	Building 49, War Reserve Strategic Storage.
UT-125-YYYY	Building 50, Post Ordnance Magazine for Pyrotechnics.
UT-125-ZZZZ	Building 51, War Reserve Strategic Storage.
UT-125-AAAAA	Building 52, Chapel, (not officially a part of the survey, but photography only is included).
UT-125-BBBBB	Building 211, Base Sewage Facility
UT-125-CCCCC	Building 53, Target Butt

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Account of this Tactical Air Command unit assigned to Wendover Air Force Base: its aircraft, mission, operation, and special services.

History of the Army Air Forces Regional Station Hospital, Wendover Field, Wendover, Utah, 1 January 1943 - 15 December 1943.
The story of the medical unit at Wendover including its organization, facilities, and comprehensive treatment program.

History Finance Detachment, Second Air Force at Large, Wendover Field, Wendover, Utah,

1 January 1943 - 15 December 1943.
The establishment of Wendover's Finance Office is related here.

Wendover Air Force Base Histories

History of Wendover Army Air Base, Installment I, 1 January 1939 - 7 December 1941.
Contains material on the activation of Wendover, its original construction and personnel, and the mission of the first military units assigned to the base.

History of Wendover Army Air Field, 1 October 1946 - 31 December 1946.
The postwar activities at Wendover are told focusing primarily on the new missile mission.

U.S. Air Force Historical Division, Brief History of Wendover Air Force Base, 1940 - 1956.
This synopsis includes accounts of all the major events at Wendover from its establishment up to the Tactical Air Command era of the mid-fifties.

Copies of each history are located in the Ogden Air Logistics Center historical files.

INTERVIEWS

Dean, Donald, retired Wendover firemen. Interview by Scott C. Frischknecht and Lt. Mike Bell, 7 July 1981.
A man who spent nearly 30 years at Wendover relates his knowledge of the construction and use of several base buildings.

Kenley, Fred G., retired Wendover Fire chief. Interview by Scott C. Frischknecht and Lt. Mike Bell, 16 July 1981.
The story of Wendover Field from 1942 - 1972 as seen by a man who spent much of his life in the Wendover area.

Scobie, Robert, retired Wendover fireman. Interview by Scott C. Frischknecht and Lt. Mike Bell, 6 July 1981.
Includes material on many of Wendover's remaining buildings.

Tibbets, Paul W. Jr. Telephone interview by Scott C. Frischknecht, 13 July 1981.
The 509th's Commander recites his memories of the activities at Wendover Field during the training of his group.

Wadsworth, Darrel B., retired Wendover engineer. Interview by Scott C. Frischknecht and Lt. Mike Bell, 6 July 1981.
Includes specific data on many buildings at Wendover, particularly the original base headquarters and surrounding structures.

Transcripts of these interviews are located in the Ogden Air Logistics Center historical files.

LETTERS

Lt. Guy C. Hunt, Adjutant, 4432nd Air Base Squadron (TAC) to Commander, Ogden Air Materiel Area, subject: Deactivation of Wendover Air Force Base, 1 October 1957.
Includes specific information on the buildings, runways, water system, electrical system and acreage on the base prior to its transfer to the Air Materiel Command.

Donald E. Notarmuzi, Director, Real Property Division, Federal Property Resources Service to Thomas Slattery, Chief, Management and disposal Branch, Real Estate Division, U.S. Corps of Engineers, subject: Disposal of Wendover Auxiliary Field, 3 September 1980.
Indicates status of the government-owned buildings in Areas C and D, and requisite mitigation steps necessary for the transfer of the property.

The letters are located in the Ogden Air Logistics Center historical files.

PERIODICALS

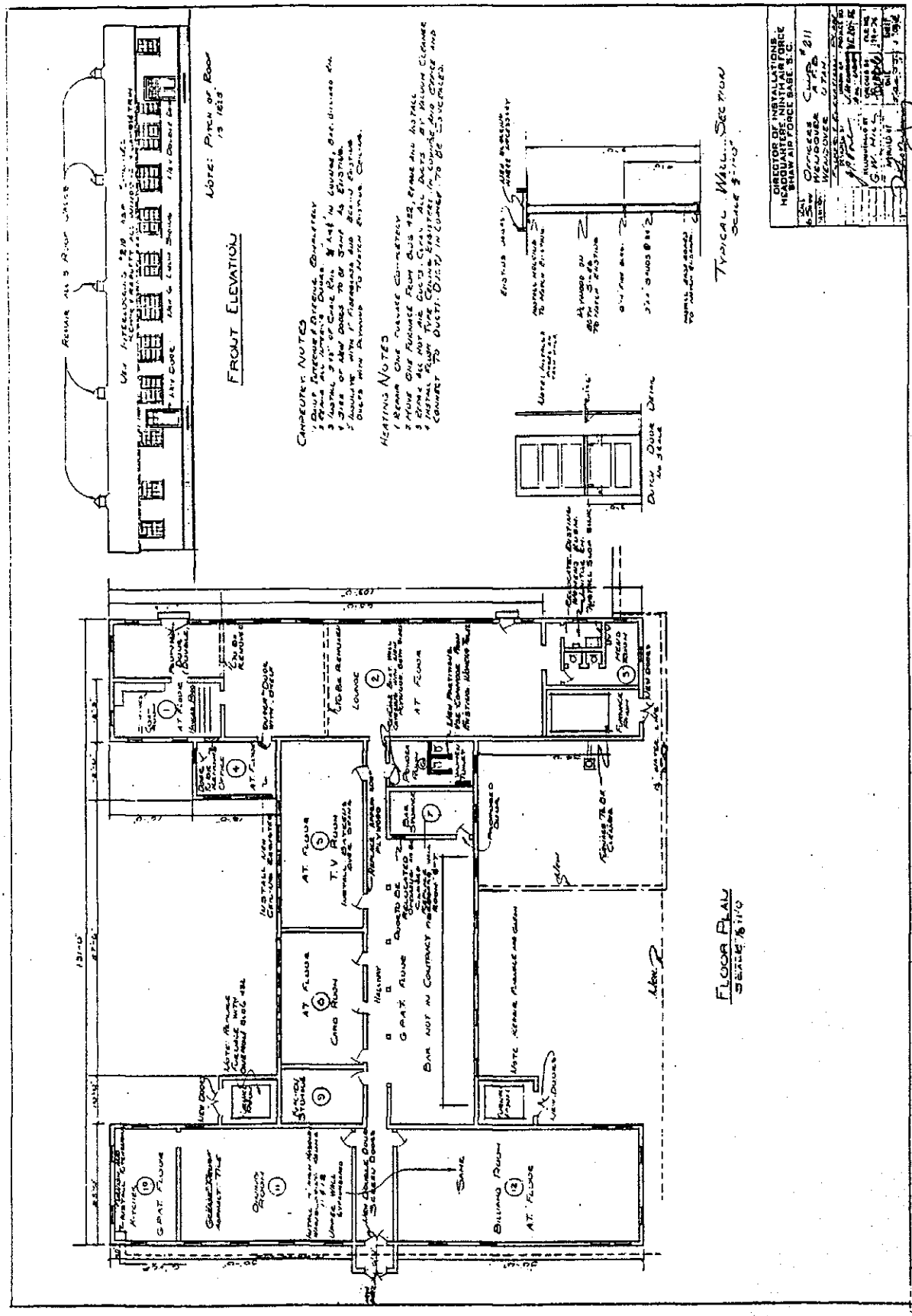
Arrington, Leonard J., and Thomas G. Alexander, "Worlds' Largest Military Reserve: Wendover Air Force Base, 1941 - 1963", Utah Historical Quarterly, Fall, 1963, vol. 31, no. 4, pp 324-335.
Account of the selection and construction of Wendover Field and its missions including the training of the 509th Composite Group.

Ransom, Jay Ellis, "Wendover: home of the Atom bomb," Northwest Rural Light, November 1973, pp. 24-25.
Includes material on the happenings at the base during World War II particularly the testing and assembling of the atomic bombs.

Tibbets, Paul W. Jr., "Twenty-Eight Years Ago: Training the 509th for Hiroshima," Air Force, August 1973, vol. 56, no. 8, pp. 49-55.
The commander of the first atomic bomb bombardment group relates his account

of choosing Wendover as a training site, the group's activities there, and the eventual strikes against Japan.

"Training Camp for the Atomic Age: Wendover Field," Aerospace Historian, Fall 1973, vol. 20, pp. 137-139.
The story of Wendover's role in ushering the world into the atomic age and efforts to keep the base active after World War II.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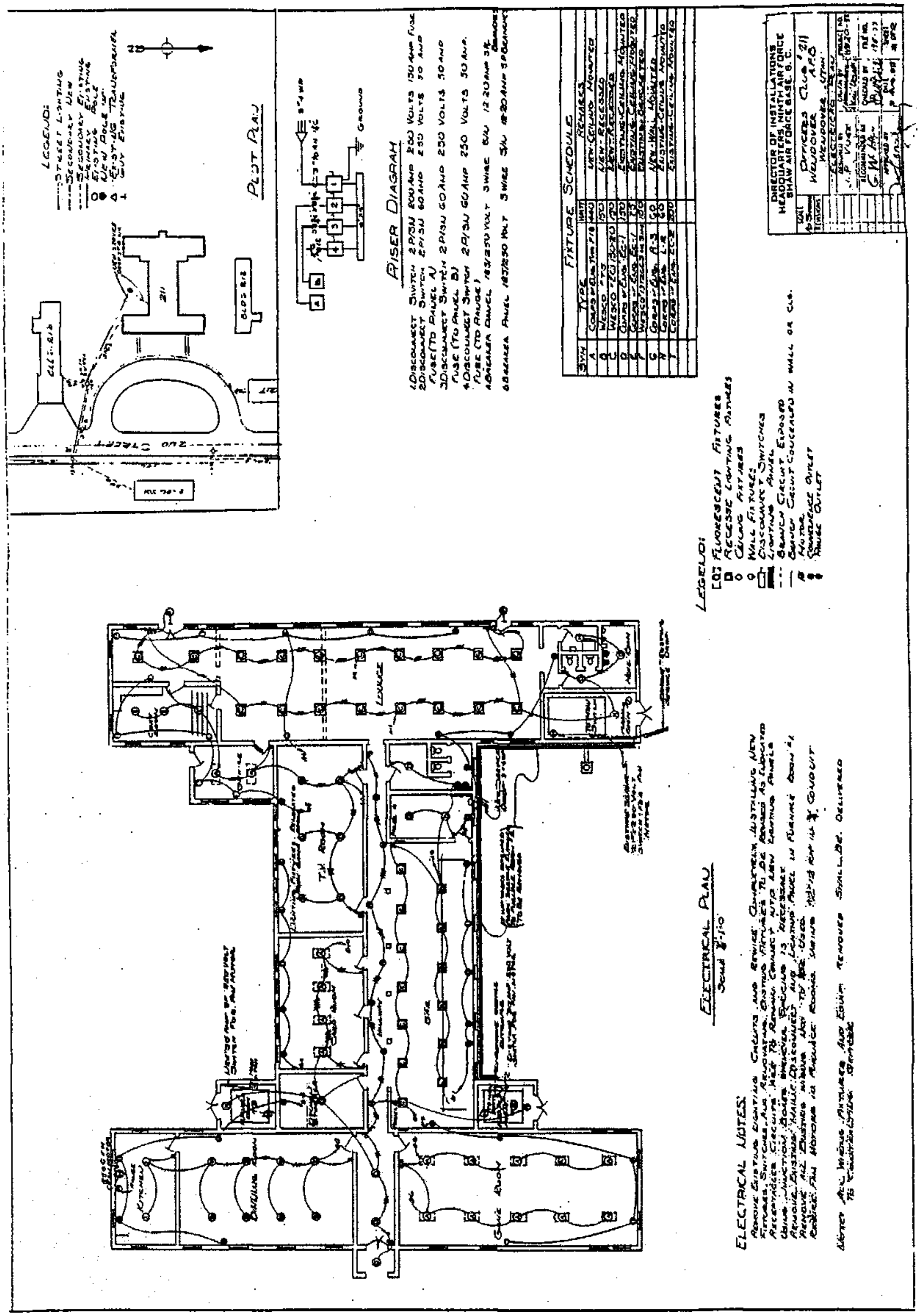
FLOOR PLAN
TYPICAL WALL SECTION
DIRECTOR OF INSTALLATIONS
HEADQUARTERS NINTH AIR FORCE
SHAW AIR FORCE BASE, S.C.
BAR
BILLIARD ROOM
LOUNGE
T.V. ROOM
CARD ROOM
KITCHEN
STORAGE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ELECTRICAL PLAN
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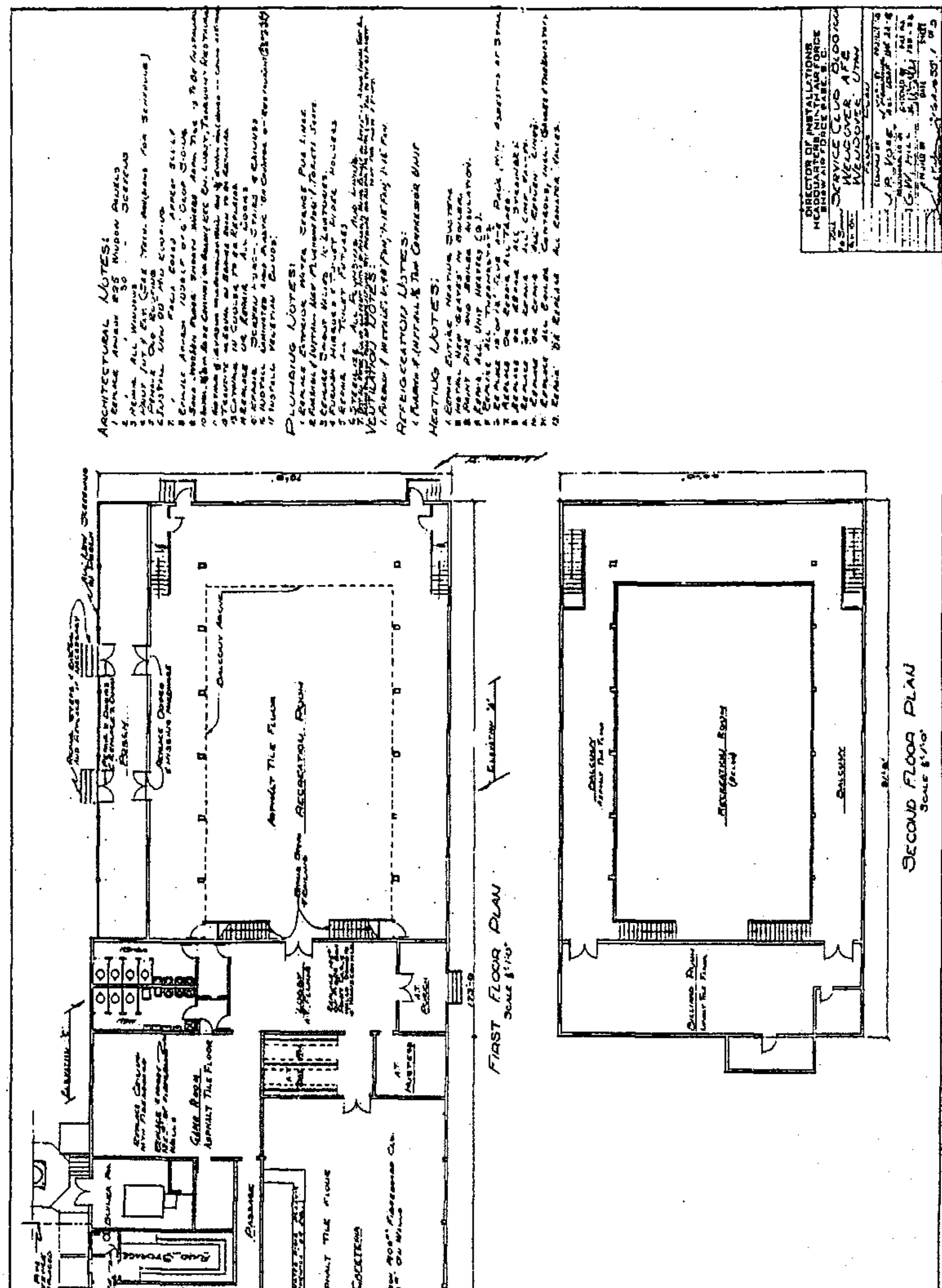
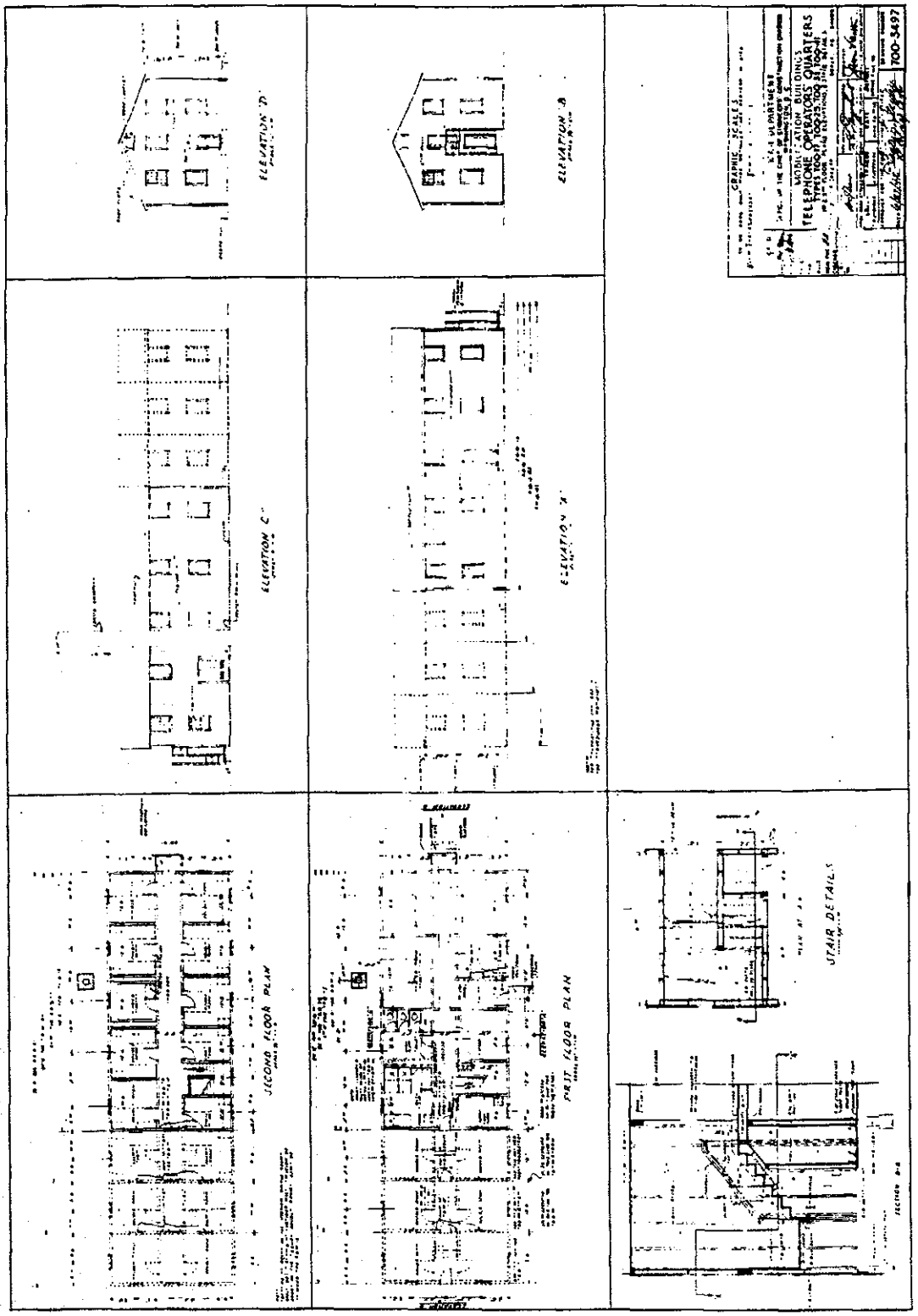
LOUNGE
TV ROOM
KITCHEN
DINING ROOM


FIRST FLOOR PLAN
SECOND FLOOR PLAN
RECREATION ROOM
ARCHITECTURAL NOTES:
PLUMBING NOTES:
REFRIGERATION NOTES:
HEATING NOTES:
DIRECTOR OF INSTALLATIONS
SERVICE CLUB BLDG
WENDOVER AFB
WENDOVER, UTAH


ELEVATION 'D'
ELEVATION 'B'
ELEVATION 'C'
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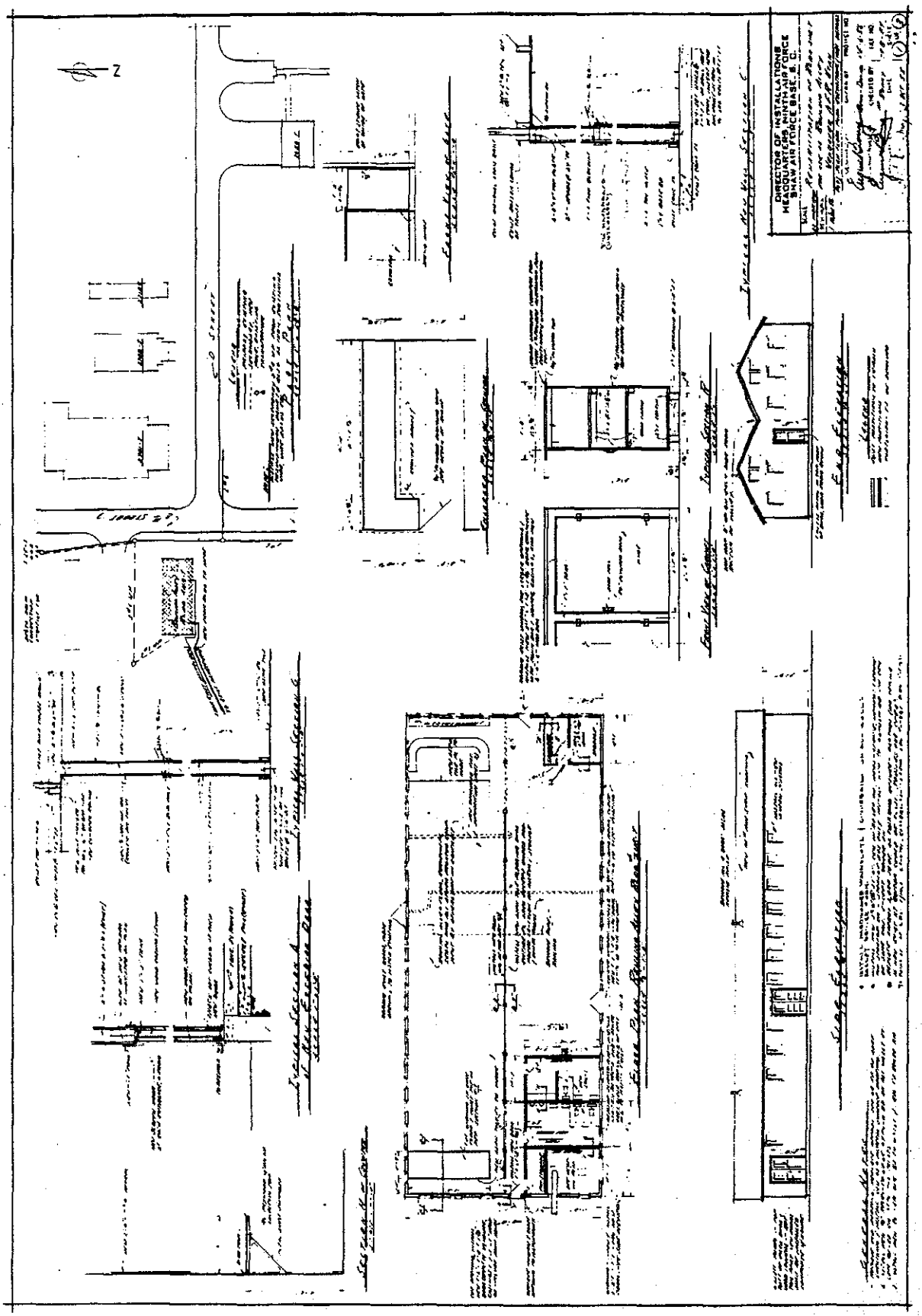
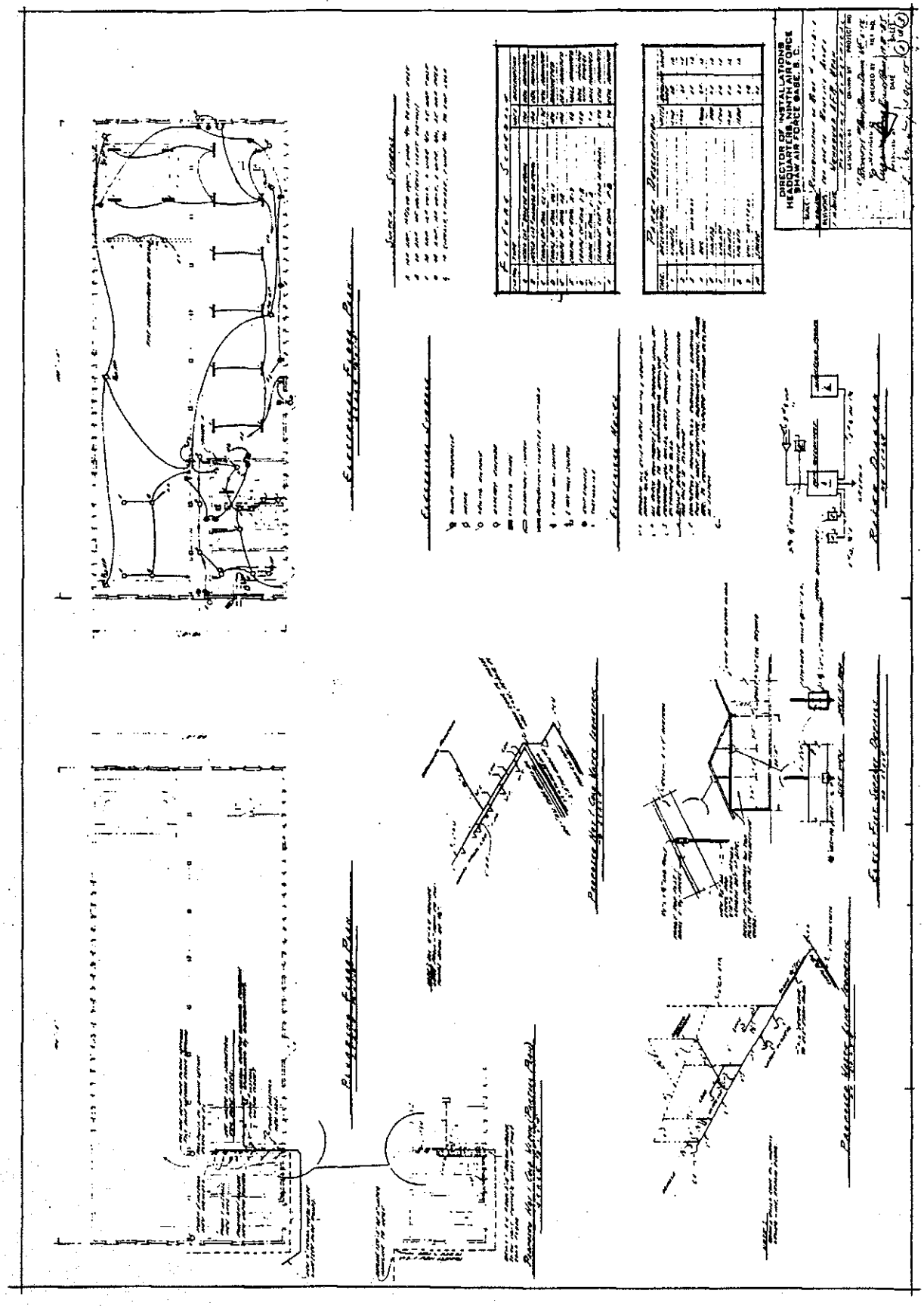
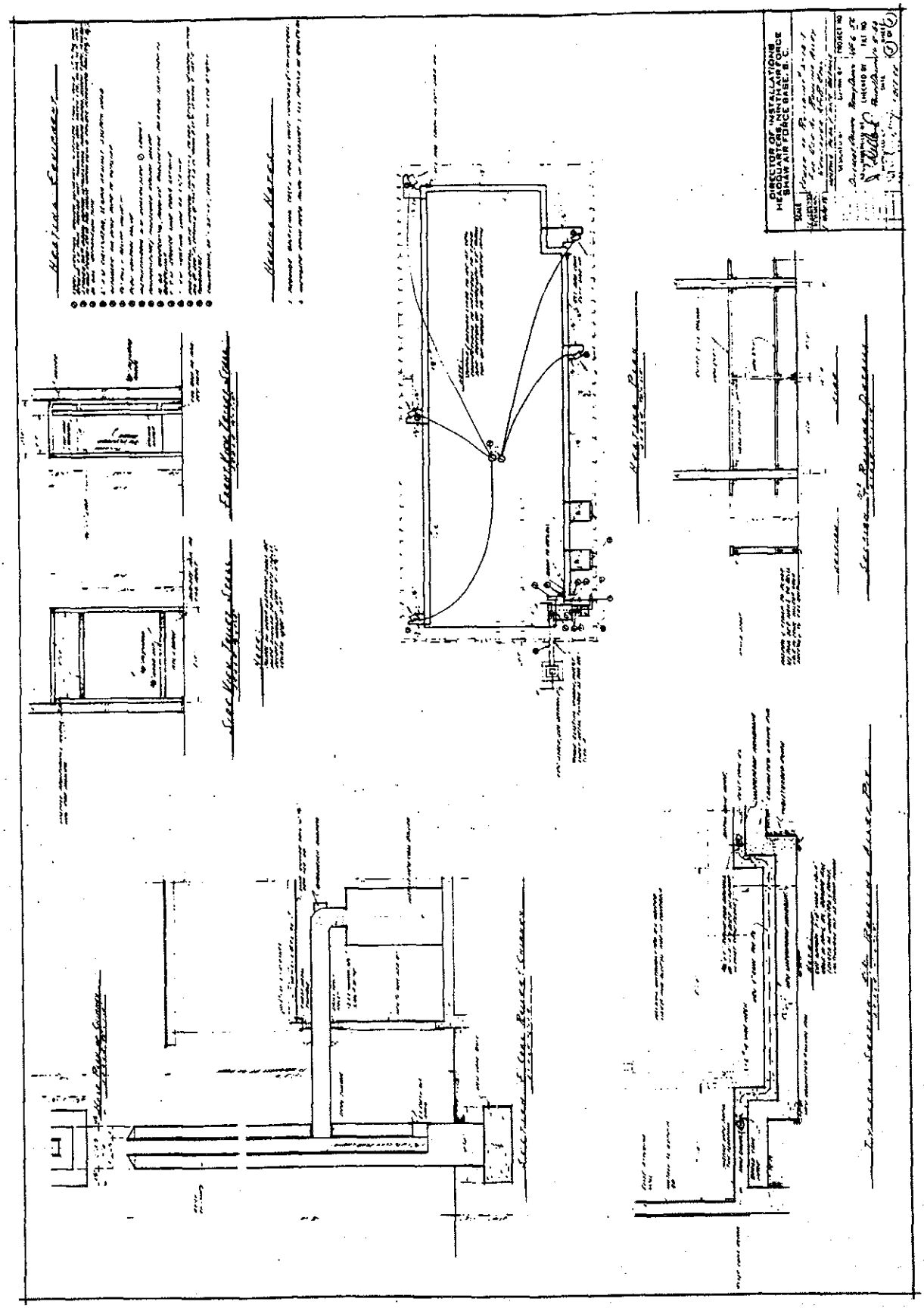
SECOND FLOOR PLAN
FIRST FLOOR PLAN
STAIR DETAILS
TELEPHONE OPERATORS QUARTERS
700-3497



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HEADQUARTERS NINTH AIR FORCE
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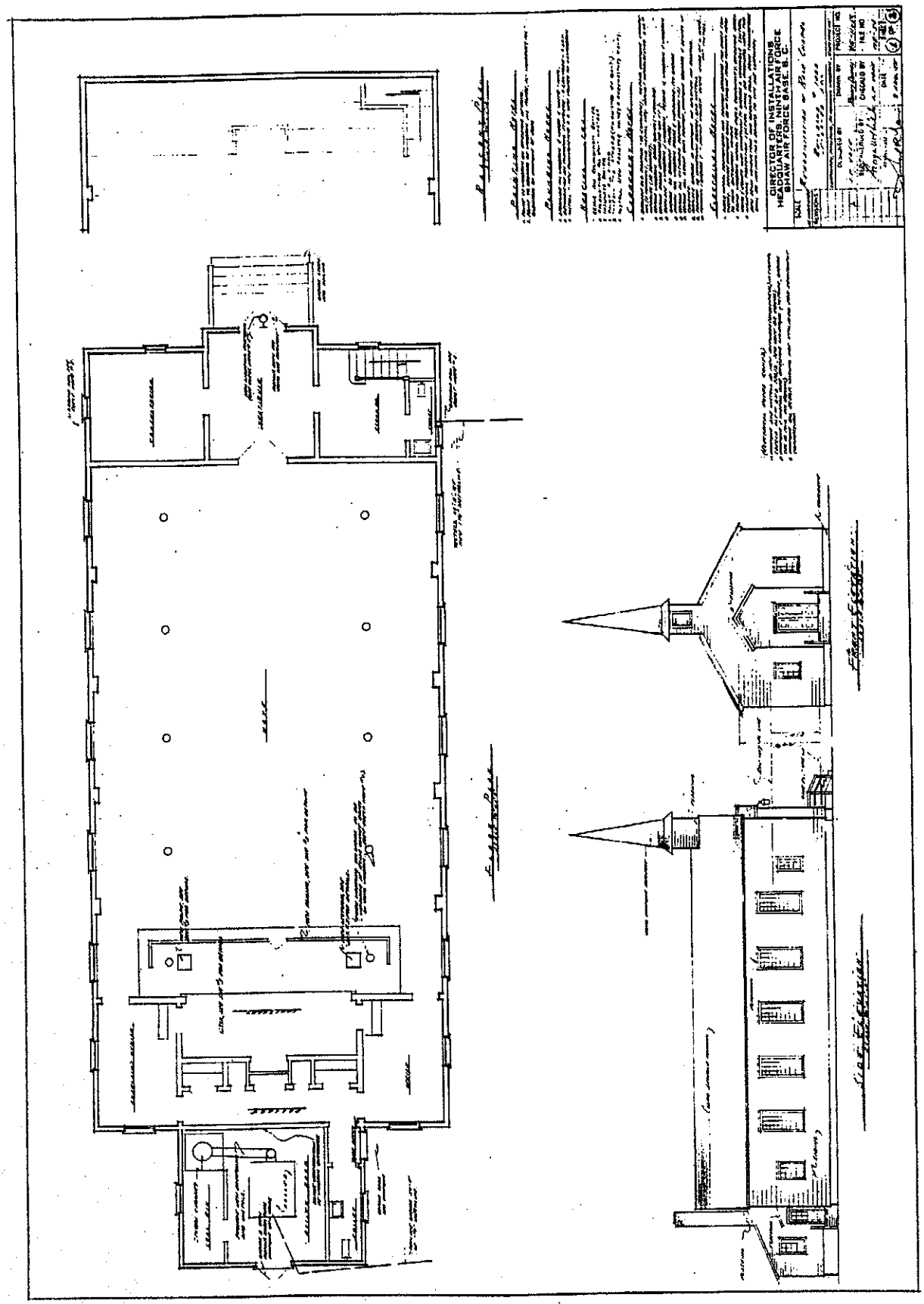
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